



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Delta, Missouri	<b>Accident Number:</b>	CEN22LA006
<b>Date &amp; Time:</b>	October 5, 2021, 14:20 Local	<b>Registration:</b>	N266RK
<b>Aircraft:</b>	ROBINSON HELICOPTER CO R66	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The pilot reported that during spray operations the helicopter contacted a wire and then impacted terrain, which damaged the main rotor mast and tail boom. Following the accident, the pilot realized the poles holding the wire were concealed by trees and that he should have conducted a more thorough inflight survey of the spray area. The pilot reported no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate inflight planning and his failure to see and avoid a wire which resulted in contact with the wire and subsequent ground impact.

## Findings

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<b>Personnel issues</b>	Flight planning/navigation - Pilot
<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	Wire - Effect on equipment
<b>Aircraft</b>	(general) - Damaged/degraded

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 23, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 20, 2020
<b>Flight Time:</b>	2941 hours (Total, all aircraft), 2104 hours (Total, this make and model), 2941 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON HELICOPTER CO	<b>Registration:</b>	N266RK
<b>Model/Series:</b>	R66	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	0563
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	August 12, 2021 100 hour	<b>Certified Max Gross Wt.:</b>	2700 lbs
<b>Time Since Last Inspection:</b>	23 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	1935 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	RRE-200570
<b>Registered Owner:</b>		<b>Rated Power:</b>	300
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCGI, 352 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	82°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	26° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Delta, MO (Priv)	Type of Flight Plan Filed:	None
Destination:	Delta, MO (Priv)	Type of Clearance:	None
Departure Time:	13:55 Local	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.206, -89.74571(est)

## Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael		
Additional Participating Persons:	William Grubb; Flight Standards District Office; St Louis, MO		
Original Publish Date:	April 29, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=104056">https://data.nts.gov/Docket?ProjectID=104056</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).